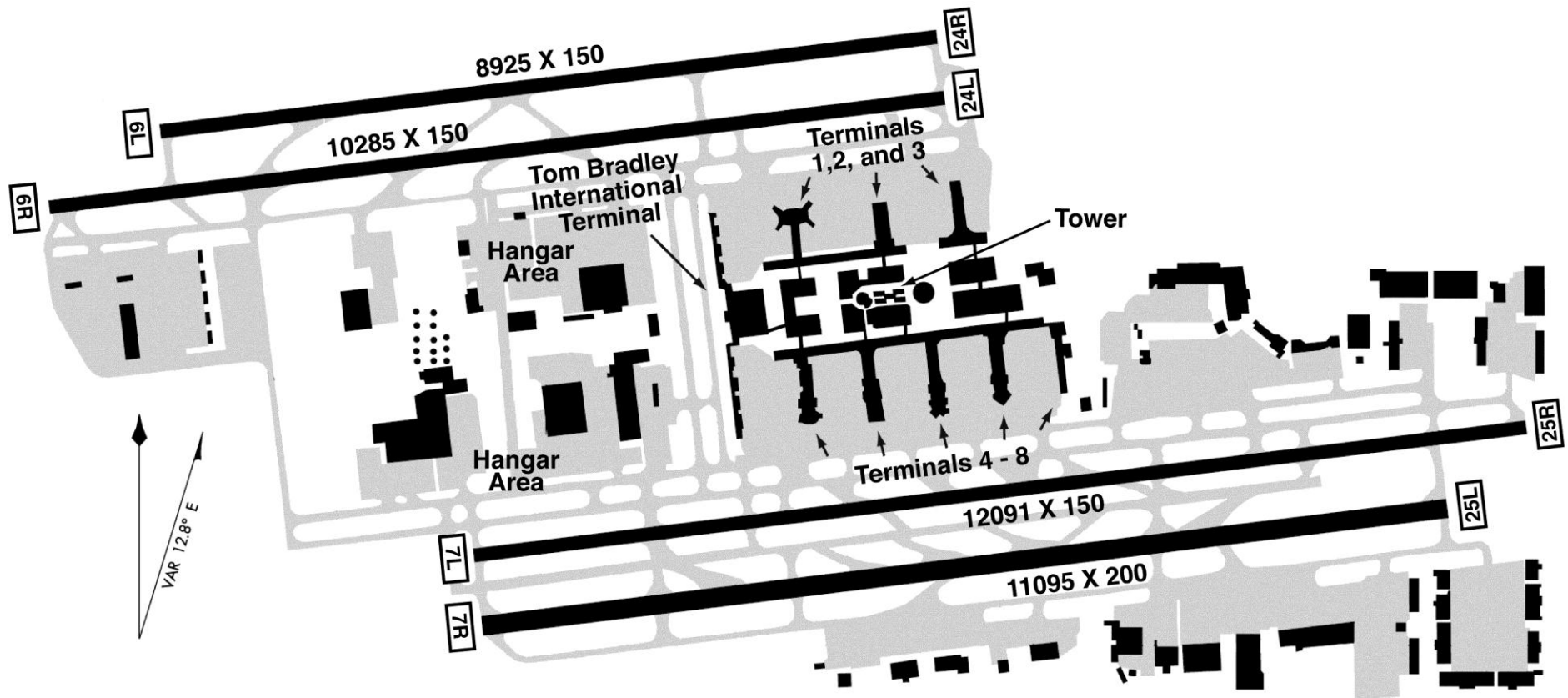


LAX

LOS ANGELES INTERNATIONAL



Airport capacity profile estimates were created using a standard set of performance characteristics and do not take into account non-runway constraints, unless otherwise noted. The capacity estimates developed for this report are not intended to replace the results of any detailed analysis that would precede an environmental, investment, or policy decision.

The list of Future Improvements and their expected effects on capacity does not imply FAA commitment to, or approval of, any item on the list.

DEFINITION

- The capacity profile shows the hourly throughput that an airport is able to sustain during periods of high demand, represented as the range between the model-estimated capacity and the ATC facility reported rate (called rate). Each weather condition has a unique capacity rate range.
- The following charts compare actual hourly traffic with the estimated capacity curves for LAX.

RECENT CAPACITY IMPROVEMENTS AT LAX

- In 2007, a new Runway 25L/7R was commissioned after being reconstructed south of its previous location in order to improve airfield safety. The new location allowed for the addition of a taxiway between the new runway location and 25R/7L. The new taxiway gives arrivals on 25L/7R a place to hold while they wait to cross 25R/7L and so helps to reduce runway incursions.
- Implementation of Traffic Management Advisor (TMA) helps to improve the flow of arrivals to the runways.

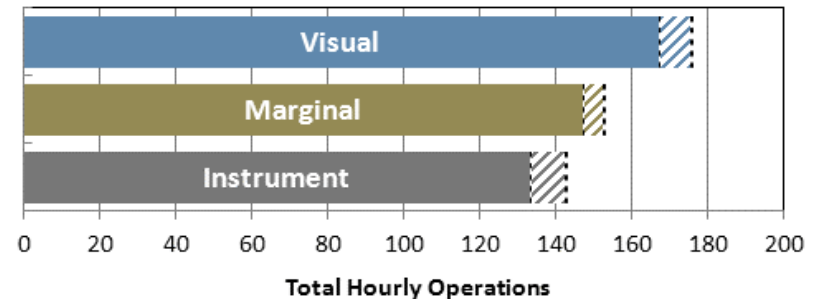
FUTURE IMPROVEMENTS AT LAX

- *Improved Runway Delivery Accuracy:* The combined effects of several new capabilities, including ADS-B Out, CDTI, and TBM in the terminal area, will improve the ability of controllers by 2020 to deliver aircraft to the runway with the desired separation from the preceding aircraft. This will reduce the average spacing between arrivals and boost arrival capacity.
- Additional information on these improvements may be found in this report under "Future Operation Assumptions."

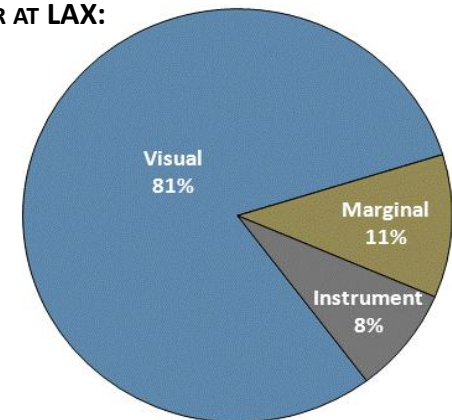
DATA SOURCES

- Actual hourly LAX operations, weather and configuration data were obtained from the FAA ASPM database, and represent operational hours from 7am to 11pm local time for all of Fiscal Years 2009 and 2010. Actual configuration usage is determined by multiple operational factors, including weather conditions.
- Facility reported rates were provided by ATC personnel at LAX.
- Model-estimated rates are derived from operational information provided by ATC.

CURRENT OPERATIONS CAPACITY RATE RANGE



ANNUAL WEATHER AT LAX:



VISUAL CONDITIONS:

- Ceiling and visibility allow for visual approaches: at least 2500 feet ceiling and 3 miles visibility

MARGINAL CONDITIONS:

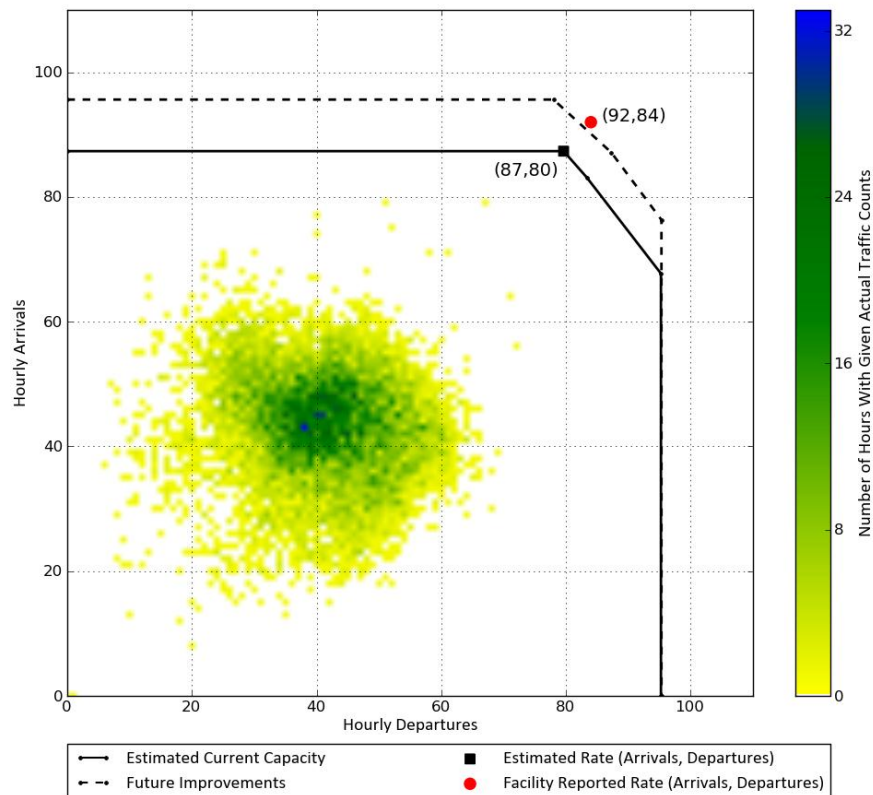
- Ceiling and visibility below visual approach minima but better than Instrument conditions

INSTRUMENT CONDITIONS:

- Ceiling and visibility below 1000 feet ceiling or 3 miles visibility

LAX Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	24R, 24L, 25R, 25L	24R, 24L, 25R, 25L	Visual Approaches, Visual Separation	176	167
FUTURE IMPROVEMENTS Improved Runway Delivery Accuracy	24R, 24L, 25R, 25L	24R, 24L, 25R, 25L		N/A	174

VISUAL WEATHER CONDITIONS



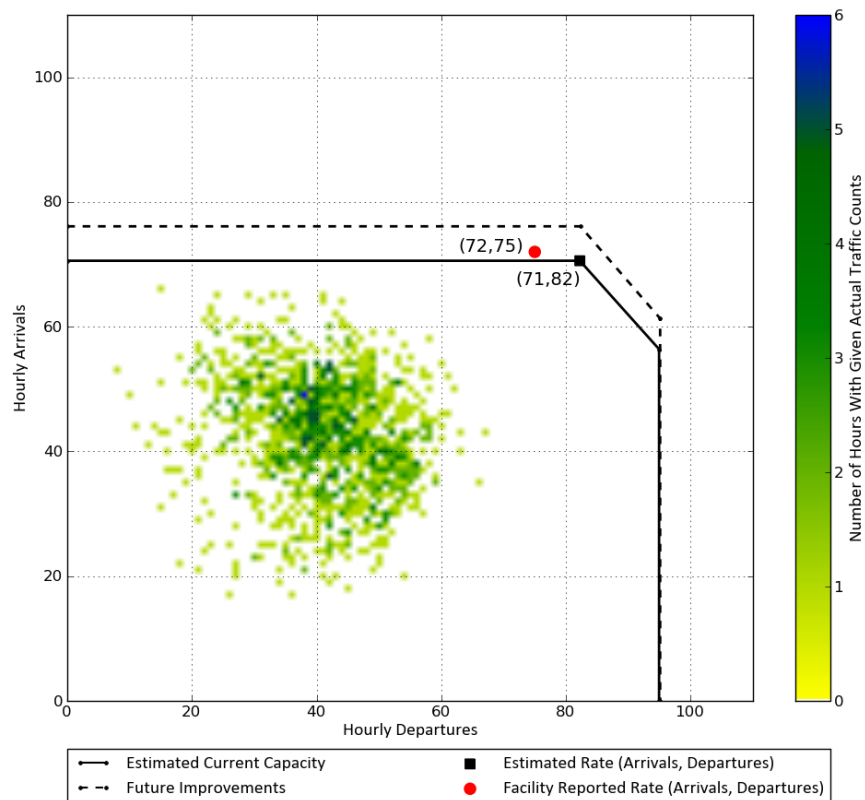
- The capacity rate range in Visual conditions is currently 167-176 operations per hour.
- This is LAX's dominant configuration. The airport operates in variations of this configuration approximately 96% of the time in Visual weather conditions (totaling 76% annually).
- The majority of LAX's arrivals occur on Runways 24R and 25L. However, in times of heavy arrival demand, some arrivals may be offloaded onto Runway 24L or 25R.
- The majority of LAX's departures occur on Runways 24L and 25R. However, in times of heavy departure demand, some departures may be offloaded onto Runway 24R or 25L.

MARGINAL

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LAX Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	24R, 25L	24L, 25R	Simultaneous Instrument Approaches, Visual Separation	147	153
FUTURE IMPROVEMENTS Improved Runway Delivery Accuracy	24R, 25L	24L, 25R		N/A	158

MARGINAL WEATHER CONDITIONS



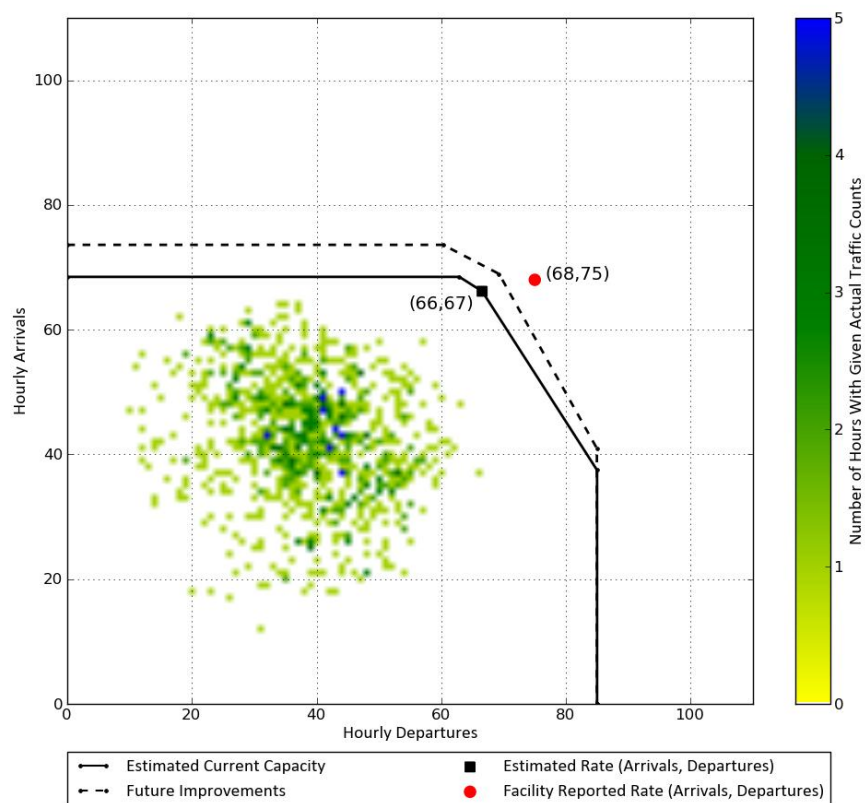
- The capacity rate range in Marginal conditions is currently 147-153 operations per hour.
- LAX operates in variations of this configuration approximately 92% of the time in Marginal weather conditions (totaling 10% annually).
- Reduced separation (2.5 NM) between arrivals is authorized for approaches to Runways 24R and 25L.

INSTRUMENT

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LAX Scenario	Arrival Runways	Departure Runways	Procedures	Hourly Rate	
				ATC Facility Reported	Model-Estimated
CURRENT OPERATIONS	24R, 25L	24L, 25R	Simultaneous Instrument Approaches, Radar Separation	143	133
FUTURE IMPROVEMENTS Improved Runway Delivery Accuracy	24R, 25L	24L, 25R		N/A	138

INSTRUMENT WEATHER CONDITIONS



- The capacity rate range in Instrument conditions is currently 133-143 operations per hour.
- LAX operates in variations of this configuration approximately 90% of the time in Instrument weather conditions (totaling 7% annually).
- Reduced separation (2.5 NM) between arrivals is authorized for approaches to Runways 24R and 25L.